—SCIENCE—
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AROUND THE LAKES.

CLEVELAND.

The schooner Venture, Captain Capron, reports losing her mainsail as she came out of Conneaut.

Work was resumed on the new lighthouse this week under the direction of Chas. E. L. B. Davis, Captain of Engineers.

The schooner Halsted, Captain D. W. Barnes, made her first appearance for the season at this port last Friday. She took on 1,000 tons of coal for Kincardine, Canada, whence she will take bulk salt for Chicago.

Captain Chas. E. L. B. Davis, U. S. Lighthouse Engineer, who was in port on Tuesday, visited the Variety Iron Works to look over the boilers that firm is building, as sub-contractors for the Russell Wheel & Foundry Company of Detroit.

At the request of a number of citizens the life saving crew, Captain Goodwin, went through the drill pertaining to the service on Monday. The piers and station were lined with about twelve hundred people, all of whom were interested and well pleased.

A libel was filed in the United States district court by Thomas J. Carran, as administrator of the estate of the late Thomas Chatterton, against the tug Dreadnaught. The action was brought to recover $494.99 with interest from May 11, for repairs and material furnished the tug in April and May. The tug was seized by the United States Marshal, and immediately released upon bond. She is owned by Kate Dowling.

At Globe Drydock the Alva Bradley had her bottom thoroughly recalked. The schooner George W. Adams had some new plank put in forward near the keel, and butts calked. On trying to enter the dock it was found that the Adams was a trifle too broad and it was necessary to trim off the gate posts about six inches before she could go through. The tug Anna Dobbins came down from Lake Superior to get a new Globe wheel, about 30 feet of keel and two new garboard fore-hoods, and some calking. These damages were sustained by being ashore recently.

It has been understood by readers of the dailies that during the recent regatta at Cleveland the Cora was contending with the second class boats, as she had no competitor in the first class, and that she would not receive the Gardner cup and the money prize offered for the first class. We are authorized to say that this is not the case, as she will be awarded the prizes pertaining to her class, as she went over the course. In this connection it will, perhaps, be interesting to note that the Put-in-Bay race is the only one that the Cora has sailed on Lake Erie in which she did not capsize. This exception, we may say, is owing entirely to the seamanship of Captain George Disbrow, her master, who has been in her since 1880 and she has not once capsized during that time.

The Variety Iron Works are building four boilers for the government for steam fog whistles, all of which are well nigh completed. They are designed, two for Duluth and two for Poverty Island, the improvements at these points having been recently granted by the lighthouse board. They are all the same size, being 44 inches in diameter and 13 feet long, the 2½ inch tubes, 46 in each boiler, being 8 feet, and the fire box 5 feet. Each course of the shell, outside and inside, the fire box, sides, and crown, front, throat and tube sheets are formed of one sheet of the best quality of soft steel. The fire box is braced with seven-eighths inch stay bolts, screwed through the sheets and riveted at both ends. The dome is 30 inches in diameter and four feet long. The whistle valve is to be of composition metal, cut for a 4 inch pipe at the bottom and for a 2½ inch pipe at the top, the valve stem to be operated by an adjustable angular lever. The water space of the boilers is 2½ inches at the sides and 3 inches at the front and back. Two boilers have been tested by Inspector Fitzpatrick to 150 pounds cold water pressure, and the others will be tested on Friday. They have been designed and drawn under the direction of Chas. E. L. Davis, Captain of Engineers, by B. A. Todt, both of whom have expressed themselves as being well satisfied with the workmanship.

BUFFALO.

Special to the Marine Record

Special inducements have been offered by the managers of the Keweenaw for an excursion to Mackinac, Chicago and other lake Michigan ports.

During her stay at this port last week a number of slight alteration were made in the Tioga and her floors aft were strengthened. She left on her second trip with 2200 tons of coal for Chicago on the 24th.

Captain Alva Shaver, whose schooner, the Waverley, has been laid up, has been appointed first mate of the steamer Empire State, Captain Waite, which takes merchandise and passengers to Duluth and way ports.

The steamer H. E. Packer, Captain Prindeville, recently aground at Bar Point, brought down a cargo of wheat from Duluth. She lightered 5,000 bushels and floated. She did not leak on the way down.

The damages to the schooner Willie Keller have been appraised at $1,799.25. They pertain mostly to the upper works and outfit. The only injury to the hull is a small hole in the starboard bow.

At the Union dock the schooner R. L. Freyer, recently ashore at Point Abino had a leak stopped. The steamer Oregon had some repairs made to her rudder.

Smith & Davis have been advised that the R. Hallaran, recently ashore at North Bay, has been released.

The new steamer A. Folsom yesterday came up from Tonawanda for fuel, making her first appearance here. She was built for the lumber trade by Wheeler & Crane at Bay City for Mitchell & Boutelle, and looks like an excellent boat.

There has been but little doing in coal freights this week and it is said that tonnage is scarce. It is acknowledged that shippers are quite anxious to make charters but have combined to keep rates down. They held a secret meeting on Monday and it is believed here that a strong compact was made to that end. I.

TOLEDO.

Special to the Marine Record.

Freights dull to Lake Michigan ports. Milwaukee, 50c., Sheboygan, 55c., Racine, 60c. Grain, nothing doing, quoted at 1½c. to Buffalo.

Propeller J. C. Gault, of the Wabash line, left here last night, loaded with 40,000 bushels of wheat for Buffalo, on through rates. This is the first cargo she had in since July 1st, having been running to Buffalo, light, to fetch up freight.

Steamer Walula and consort are at Ohio Central dock, loading coal for Duluth, on contract.

Schooner Boody is at Columbus dock, loading for Escanaba., and the Barkalow for Detroit. The Millard Fillmore, coal for Sheboygan.

Schooner E. Blake is at D. & M. Railway, loading lumber for Kingston.

It is reported that the Star line steamers of Detroit are going to put two more boats on the Toledo route, the Mary to run from Toledo to Put-in-Bay, in opposition to the steamer Chief Justice Waite, and the Milton D. Ward to leave Detroit every morning for Toledo, and the Star every morning for Detroit, each boat to make a round trip every day.

Schooner Russell Sage, which has been laid up for the past two months, is going to fit out next week, to run between Toledo and Buffalo. J.

CHICAGO.

Special to the Marine Record.

It is quite a treat these dull, hard times to see improvements made on sailing crafts. I happened last Thursday to be around by the central slip and was much pleased to see Captain John Disbrow and his crew busy getting the old rope rigging and gear off the scow Annie Tomine and replacing it with an entire new outfit of wire, which has been supplied by Geo. B. Carpenter & Co., ship chandlers. The Tomine is owed by Muskegon parties, who must have faith that the remainder of the season will be more prosperous than the beginning. Her captain means business and will make her pay if he only has half a chance.

The fine steamship J. H Devereux, Captain T. Wilford, arrived Sunday morning from Cleveland with 2,205 tons of coal for the Chicago Gas Company. Mr. J. F. Pankhurst, of the Globe Iron Works and Shipbuilding Company, his wife and several friends were on board, and they enjoyed very much their very pleasant trip. The Devereux leaves this port Wednesday for Escanaba to load iron ore for Cleveland, and will convey her guests back to the latter port.

The steamship Onoko left this port for Escanaba Tuesday afternoon. She will load iron ore for Erie.

The propeller Cuba, Captain Robert Young, arrived Monday evening from South Chicago to lay up for a while with her consorts, the Donaldson and David Stewart. About 1 a. m. Tuesday a fire was discovered on board the Cuba. The officers and crew did their best to quiet the flames with their hose and deck pump until the arrival of the fire department, who managed to keep the fire from spreading farther than the engine room, compound and boiler house, which were completely destroyed, and some injury done to the machinery. The damage caused by the fire is estimated at about $3,000.

The schooner Adriatic collided with the Rush street bridge Monday night, receiving damage to her bulwarks and stanchions on the port bow and to her fore rigging.

The fine wrecking and towing tug Charles Williams, Captain Chas. Gnewuch, wrecking master, arrived at this port at 10 o'clock Sunday morning with the schooner Camanche, of Oswego, coal laden, which she had released from the south point of North Manitou Island. The tug went to the schooner on the 19th and found her full of water. About 150 tons of coal were gotten out to lighter her and to make room for the tug's three pumps to work at her. A diver went down and patched up a large hole in her bottom on the starboard side, near the bow, and on the 24th she was gotten off and came on to this port, one pump and a lighter having been left at Manistee on the way up. This is the first wrecking expedition of the Charles Williams, which came out new last fall, and we are greatly pleased that it was a complete success, as her owners deserve success for having had such a splendid wrecking tug built. She is one of the finest wrecking tugs on the lakes. Her dimensions are 100 feet over all, 19 feet 4 inches beam, 10 feet depth of hold in the shoalest place. Her engine is 24½x26, and boiler 8 feet shell, 15 feet long with double furnace of 7-16 Otis steel. She is supplied with one 12 inch rotary pump, one 12 inch centrifugal pump, and one 9 inch Worthington pump. Her machinery and appliances, and in fact, everything about her, is of the very finest and best that can be manufactured, and she will run 16 miles an hour easily.

The schooner Camanche, after her arrival at this port, was taken in hand by the tug Mosher, of the Dunham Wrecking & Towing Company, and was kept afloat by her excellent fire pump and towed to Miller Brothers' drydock Monday morning, where she underwent temporary repairs prior to unloading.

The tug Duncan Robertson, Captain David Williams, is towing the schooner Charles E. Wyman, to enable her to make three trips a week from Grand Haven to this port, the Grand Haven Lumber Company having chartered her, as they are anxious to fill up their new lumber yard, near the south pier.

The steambarge Salina, of Detroit, and consorts C. H. Weeks, Keepsake, and Shiawassee, from Au Sable with lumber, were on the lumber market on Monday.

At the Chicago Drydock Company's yard the schooner Rainbow was on dock for a new stem; the steambarge Swallow for a new wheel; the schooner G. A. Marsh to get a leak stopped; the scow White Oak got a new mainmast; the schooner Z. Y. M. C. A. a new jibboom; the barge Keepsake some new plank and fender strake; the schooner M. L. Higgie had her ceiling calked; the schooner Ostrich her center board box calked.

At Miller Brothers Drydock, the steambarge Ida M. Torrent, was in dock for a new wheel. The tug Satisfaction for new brasses to her stern bearing. The schooner Cape Horn for new main and two assistant keelsons, new ceiling new face plank on centerboard box and a general overhaul. The steambarge Robt. Holland, for new shaft, wheel and stern bearing. The steambarge Emma Thompson for fixing stern bearing. The tug A. S. Allen, for a new wheel and new stern pipe. Schooner Camanche have a large hole in her bottom patched up and leaks stopped, prior to unloading, when she will go in for thorough repairs. The propeller Lycoming had her decks calked. The schooner Coral some repairs and calking. The propeller Jason Parker some repairs. The schooner Commerce a new main mast. The schooner R. B. Hayes some calking. The schooner Naragansett some repairs. The tug Success was at the derrick getting her wheel fixed and the tug Flossie Thielck her stern bearing fixed.

Mr. A. O. Wheeler, manager of the Canfield Lake Shore Towing and Wrecking line was in this city on business Monday.

The propeller Rochester arrived at this port Wednesday morning and I was pleased to find Captain J. W. Moore in command and restored to health again.

Steambarge owners are trying to form an association to maintain carrying rates. Barge owners regard the move with favor and think that outside craft will assist them.

The lumberman's exchange is making a move with a view of breaking the power of the timber shovers union.

The schooner Garrett Smith was towed into lake street bridge this afternoon. She struck the abutment and glancing off she struck the bridge. Her headgear and jibboom were carried away and her stem badly damaged. The vessel is leaking badly and extra men are kept aboard to prevent her water logging. The bridge lost thirty feet of hand railing and some iron braces are badly bent.

The schooner P. J. Curran will go into the drydock for repairs. Coming through Sault Ste Marie canal recently she was run into by the passenger propeller India and badly jammed.

The shipment of 3,500,000 feet of lumber from Duluth to Chicago which is to take place immediately will afford occupation for a few vessels.

The tug Satisfaction picked up the schooner Ralph Campbell off Grosse Point, where she was anchored partly disabled, her foremast being split by lightning. WILLIAMS.

MANITOWOC.

The wrecked schooner Hallaran is in Rand & Burgers drydock and Captain Tuttle has arrived from Milwaukee to hold a survey on her.

Vesselmen

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MARITIME LAW.

LIABILITY OF A SMALL TUG.

A late decision handed down by Judge Coxe at Utica, N. Y,, is considered of more than usual importance, especially in Buffalo and is likely to correct some abuses.

This is an action to recover seamen's wages. The defenses are want of jurisdiction and payment. The Ella B. is a tug of less than five tons burden. Her chief occupation has been, and is, the towing of canal-boats and other small craft about the harbor of Buffalo and the waters adjacent thereto. She has occasionally, in pursuing her vocation, been out upon Lake Erie and the Niagara River. Since the act of August 5, 1882 (Stats. at Large Vol. XXII., 300,) she has not been enrolled. It is contested by the respondent that because of her diminutive size and the restricted theater of her operations she is not within the admiralty jurisdiction of the court. This proposition cannot be maintained. She was engaged in aiding commerce upon navigable waters of the United States. These facts, irrespective of questions relating to the size and tonnage of the vessel, the absence of enrollment and license, and the circumscribed nature of her employment, are sufficient to give the court jurisdiction.

With reference to the defense of payment, it is thought that the testimony of the libelant, enforced as it is by dates and memoranda, is entitled to greater weight than the somewhat loose denial of the master of the tug.

There should be a decree in favor of the libelant for the amount demanded in the libel, with interest and costs.

The Buffalo Express says the Ella B. is one of a number of small tugs whose owners thought them so small as to be out of the reach of law, and they have for some time operated successfully on that supposition. If bills were not paid they could not be collected, and suits were thrown off easily, for ordinary courts had no jurisdiction. It is even stated that Ella B. was sold at one time, the seller taking a mortgage for nearly the full amount, and pocketing h r earnings, without being too careful about footing her bills of expense. Since the decision was rendered matters are assuming a different appearance, and libels are pouring in on her. The owners will probably settle up and save the boat from sale. The erroneous ideas concerning her immunity from seizure came from a decision of 1845, which declared steam vessels of 20 tons burden not under United States court jurisdiction. This decision is now made of no account, as smaller vessels are also under the same jurisdiction.

TOWAGE—NEGLIGENCE—BREACH OF CONTRACT—DEVIATION.

(*District Court, E. D. New York, October 3, 1884.*)

Benedict, J. The master of the canal-boat Robert Henry agreed with the master of the tug Mary R. McKillop to be towed by the tug from Newtown creek to Hoboken. The towage was agreed to be seven dollars, because of ice in the rivers. The tug took the canal boat alongside, and afterwards took a barge astern, to be landed at the Cunard wharf in the North river, and also a lighter to be landed in the North river. After the lighter had been landed in the North river, and when proceeding in the East river, ice was met. The tug proceeded up in the clearest part of the river until she approached the Cunard dock. Then she hauled in towards the New York piers, and on reaching the Cunard dock landed the barge. Thence she proceeded to Hoboken with the libelant's canal boat.

Before the landing of the barge at the Cunard dock the libelant's canal boat sprang aleak, from what her master supposed, and no doubt correctly, to have been contact with a piece of ice. The leak increased, and finally after the boat had been landed at Hoboken she sank.

Assuming that the cause of the boat's sinking was coming in contact with ice while the tug was hauling towards the New York docks in order to land the barge, it is still necessary, in order to charge the tug with the sinking of the boat, that it be proved that the canal boat was brought in contract with the cake of ice by some negligence on the part of tug. The proofs show no such negligence. There is no evidence of any failure on the part of the tug to exercise due care and skill throughout the voyage. If, then, any liability on the part of the tug exists, it must arise from a breach of the towing contract. The libelant contends that the towing contract was for a voyage from Newtown creek to Hoboken direct; that the tug deviated from this voyage to land the barge at the Cunard wharf; and that the sinking of the boat was owing to injuries received by her in the course of this deviation, for which the tug is consequently responsible. But I am unable to hold that to take the barge in tow and land her at the Cunard wharf was a breach of the towing contract made with the libelant. When the contract to tow the canal boat to Hoboken was made, nothing was said about going direct, nor about taking other boats in tow at the same time, and although the barge, as well as a lighter, were taken on immediately after the canal boat was alongside, no objection was made by the captain of the canal-boat to the taking of these boats. From these circumstances I infer that the taking of the barge in tow was in accordance with the parties' understanding of the contract made to tow the libelant's boat and if so, it was not a deviation to land the barge at the Cunard dock.

The libel must therefore be dismissed, and with costs.

THE MAY BARGE LINE—MARINE INSURANCE—VESSELS CAN NOT BE SEIZED FOR INSURANCE PREMIUM.

This case is of great importance to the marine insurance companies and to ship owners, as establishing a precedent that has long been desired. Heretofore companies have claimed the right to seize vessels for unpaid premiums, and have caused a large amount of litigation. Some courts have decided in favor of the insurance companies and others against them. The May Barge line runs from Montreal to Chicago, and was run into debt by its owners for premiums and other claims to the extent of $70,000 or $80,000, and was abandoned to its creditors. Hon. Robert Moat, of Montreal, held a mortgage on the line for $20,000, and when the barges were seized by the United States marshal for insurance claims, he defended his interests. A reference was had and the companies were successful. The district court, Judge Coxe, however, set aside the decision of the referee, and decided for Mr. Moat.

The companies appealed to the circuit court of the United States, and the case came before Judge Wallace who held it under careful consideration for months and finally rendered a decision, affirming the judgment of Judge Coxe and in favor of Mr. Moat. This decision is regarded as setting the question against the marine insurance companies, and they will be no longer allowed to seize and lay up vessels for premium and insurance claims. There were eight cases against the line. Hon. Benjamin H. Williams was advocate for the companies, and Mr. Willis O. Chapin for Mr. Moat. The companies interested are the Thames and Mersey, the Continental, the Insurance Company of Pennsylvania, and the Union Insurance Company. The following is the text of Judge Wallace's decision:

United States Circuit Court N. D. New York.

On appeal.

Wallace, J.

Insurance Company of the State of Pennsylvania, Appellant, vs. Proceeds of the sale of the Barge Waubaushene, Appellee.

In deciding against the application of the insurance company to be paid the premium due upon the marine policy issued by it upon the barge out of the proceeds arising from her sale in the registry of the court, the learned judge of the district court held that the contract for ins urance was made in Canada, and the rights of the parties to a lien were controlled by the lex loci contractus. He also held that such a lien was not recognized by our jurisprudence, and that the statutes of this state creating a lien for premiums in favor of underwriters do not apply to foreign vessels. He therefore held that as the company had no lien by the law of Canada it could assert none here. These conclusions are fully approved and it seems superfluous to attempt to reinforce the reasoning of the very able and careful opinion of the district judge further than briefly to indicate the reasons which have led this court to deny the existence of the maritime lien for insurance premiums.

As early as 1815 Mr. Justice Story decided in DeLovio vs. Boit, 2 Gall, 398, that a policy of insurance upon a vessel was a maritime contract in an opinion which has been characterized as "a learned and elaborate essay on admiralty jurisdiction and one of the most luminous views of the subject extant." 2 Hoffman's course of legal study, 465, 2 ed. Although the doctrine of that case was not uniformly accepted (Ramsey vs. Allegre, 12 Wheat. Johnson, J. 638) the jurisdiction over such contracts was always maintained subsequently in the first circuit and was generally approved by commentators of authority. Gloucester Ins. Co. vs. Younger, 2 Curtis, 322; Hale vs. Washington Ins. Co. 2 Story, 176; Dunlap's Admiralty Pr. 43 1 Kent's Commentaries. 370 (notes;) Benedict's Admiralty sec. 294; Conklin's Pr. 13. Yet until the decision in the Dolphin, 1 Flippin, 580, as i- conceded in the opinion of the court in that case, the general understanding of the profession was adverse to the existence of a lien for the premium secured by such a contract. In that case reasoning from analogies and influenced by the views recently declared by the learned judge of the sixth circuit that every maritime agreement upon principle should bind the ship as well as the owner. The Williams', Brown's Ad. Rep. 208, the court held that the lien should be recognized as extending to the premiums for insurance. It was said by Mr. Justice Curtis (The Kiersage, 2 Curt. C. C. Rep. 424) "to be a settled rule that privileged liens constituting a jus in re accompanying the property into the hands of bona fide purchasers and operating to the prejudice of general creditors, are matters *stricti juris*, which cannot be extended from one case to another argumentatively or by analogy or by inference. And he cites Pardesus (Droit Civ. vol. 3 597, 598), when reasoning on the policy of allowing the privilege for premiums of insurance. Analogy cannot afford a decisive argument because privileges are a strict right. They are an exception to the rule by which all creditors have equal rights in the property of their debtor, and an exception should be declared and described in express words; we cannot arrive at it by reasoning from one case to another." The same citation is quoted with approbation by Mr. Justice Grier in Vanderwater vs. Hill, 19 Howd. 89.

Although the proposition is generally true that maritime contracts import a hypothecation of the ship for their performance, the important qualification must not be overlooked that the lien does not extend to contracts which do not aid the vessel, but are merely for the personal benefit of the owner. One reason why the master of a vessel, clothed as he is with almost plenary powers to represent the owner, even to the authority to sell the ship when necessity justifies a sale, cannot enter into a contract for insurance is because such a contract does not aid the vessel. It inures solely to the personal interest of the owner. Unlike contracts and engagements in which every lien holder has an interest because they fortify his security, the contract of insurance contributes to no fund for the general benefit and its fruits are monopolized by the owner. It has been held in this court that he is not required to surrender the insurance to a trustee under the statutes limiting the liability of a vessel owner for the benefit of those having claims against the vessel when the vessel is lost after liability accrues. (Norwich and N. Y. Transportation Co., 17 Blatch. 321; Thomenson vs. Whitwell, 21 Blatch. 45) because it is not an "interest" in the ship.

For the reasons, therefore, that a lien should not be extended to a contract to which it has not generally supposed to adhere even if the analogies should justify recognizing it, and also because the contract of insurance is peculiarly distinguishable from the class of maritime engagements which import a lien, the court cannot follow the decision in the case of The Dolphin. The question of a maritime lien was not involved or discussed in the case of the Guilding Shaft, 9 Fed. Rep. 521, affirmed 18 Fed. Rep. 263, cited as an authority in favor of the lien.

The note of Mr. Flippin to the case of The Dolphin presents all the arguments for denying the existence of the lien and for following the case of the John T. Moore, 3 Woods, C. C. 61, to which it is necessary to refer.

The decree of the district court is affirmed.

Williams & Potter, proctors for appellant.

Marshall, Clinton & Wilson, proctors for respondent.

INTER-LAKE YACHTING ASSOCIATION.

At a meeting of the delegates appointed at the prize award meeting on the 22d an association was formed for the purpose of uniting the yachting interests of all the lakes, and the following plan of organization was framed:

The name of this association shall be the Inter Lake Yachting Association.

2—The purposes of this association shall be for the encouragement and advancement of yachting on the Northwestern lakes.

3—Any yacht club on Lakes Ontario, Erie, Huron, on Michigan, or connecting rivers, having on its register three or more yachts of eighteen feet or more measurement, and a membership of ten or more members in good standing, shall be eligible to membership in this association upon the unanimous consent of the clubs in this association and upon the payment of $10 as membership fee.

4—The officers of this association shall consist of a board of directors to consist of one member from each yacht club, to be appointed by that club; they to have charge of all general affairs of the association, and to appoint all committes. The other officers of the association shall consist of a commodore, vice commodore, rear commodore, fleet captain, fleet surgeon, first and second signal officers, measurer, assistant measurer, surveyor, secretary and treasurer, and regatta committee of five, and these officers shall be appointed by the board of directors at the annual meeting of the association, they to serve for the ensuing year.

It was moved by Commodore Baker, of Detroit, and carried, that the temporary officers for the ensuing year consist of commodore, George W. Gardner, of Cleveland; vice commodore, Henry, C. Hart, of Detroit; rear commodore, A. W. Machin, of Toledo; secretary and treasurer, J. S. Williams, of Cleveland.

Mr. Walker moved that this committee submit to their respective clubs the above plan of organization for their approval, and recommend that each club approving this organization report the fact as soon as possible to the secretary and name its members of the board of directors and to that board be referred the further details of the organization, and that the secretary give a copy to each club.

LITERARY NOTICES.

THE ATLANTIC.—Dr. Holmes's "Two Anniversary Poems" are the most striking feature of the Atlantic for July. Both are charming. There is some more unusually excellent poetry. "The New Portfolio" has developed a startling incident, Mrs. Oliphant's story is on the eve of its denouement, and Miss Murfree's "Prophet of the Great Smoky Mountains" comes to a strangely pathetic ending. Warner's "On Horseback" is continued, and is amusing enough. The three more solid articles of the number are "The Port Royal of Mere Angelique," by Maria E. MacKaye, "Should a College Educate?" by E. R. Sill, and a critical article by Harriet Waters Preston on Miss Ingelow and Mrs. Walford. Philander Deming has a characteristic tale to tell, Wong Chin Foo relates "The Story of San T-zon," a legend of Buddhism, and there is a pleasant little conceit about Shakespeare. Reviews of books, an unusually lively Contributors' Club, and minor criticism, finish a number which is up to the Atlantic's usual standard. Houghton, Mifflin & Co., Boston.

HARPER'S MAGAZINE for August is a brilliant midsummer number. It opens with a delightful frontispiece picture by E. A. Abbey, illustrating a quaint poem by Austin Dobson, entitled "A Love Song." "A Trip on the Ottawa," is beautifully illustrated. Edwin A. Curley contributes a timely article on the "Social Democrats in the Reichstag." The article on English and American Railways is very entertaining. Among the summer articles beside those already mentioned is a bright and attractive paper by A. A. Hayes, entitled "A New England Colony in New York." This number contains the second installment of Mr. Howell's new novel, "Indian Summer," and the eighth part of Miss Woolson's "East Angels." Charles L. Norton contributes a clever short story, entitled "A Modern Pandora," beautifully illustrated. Elder Brown's Backslide" is a humorous story of unusual vigor. The Rev. John E. Edwards D. D., (a southern writer), contributes an interesting brief sketch of the celebrated "Pawnee" panic.

THE AUGUST CENTURY—The midsummer holiday number of the Century opens with a lively, anecdotal account, by Henry Eckford, of life at "Camp Grindstone," the summer meeting-place, for games and races, of the American Canoe Association, in the Thousand Islands. It is profusely illustrated by W. A. Rogers, who is a follower of the sport which he spiritedly depicts. W. D. Howells, in his picturesque series on Italian cities, writes of his walks through Siena. A portrait of William Lloyd Garrison, engraved by T. Johnson from a life-size photograph in the possession of the Garrison family, is the frontispiece of the number; there is also an interesting group portrait of Garrison, Wendell Phillips, and George Thompson. The fiction of the number embraces "A Story with a Hero," by James T. McKay, the concluding part of "Silas Lapham," by W. D. Howells, and the seventh part of "The Bostonians," by Henry James. The August contribution to the Century war series, besides Mrs. Burton Harrison's recollection of "A Virginia Girl in the First Year of the War," which has a story interest also in its picture of Southern ways, and its amusing anecdotes of civilian life in camp, contains papers by General Fitz John Porter on Malvern Hill—"The Last of the Seven Day's Battle," and another chapter from the "Recollections of a Private;" both being illustrated. In "Topics of the Time" are editorials on "The Merit System," "The Revised Version," and "The Christian Congress."

ST. NICHOLAS FOR AUGUST—August is the great out-of-doors month, and St. Nicholas for August is a great out-of-doors number. The first story, illustrated by a beautiful frontispiece picture by R. B. Birch, is entitled "Little Dame Fortune." Then Mary Hallock Foote gives us a whiff of salt air in "A 'Constitutional' on the Beach," where we can watch the flight of "The Great Blue Heron" with Celia Thaxter, make "A Watermuseum" under the direction of G. E. Channing, or go in bathing with "The Brownies at the Seaside." The installments of the serials, too all take us into the open air—E. P. Roe, in "Driven Back to Eden," a harvesting on the Hudson; Wm. M. Baker, in "Sheep or Silver?" at one jump from grazing in Texas to prospecting in Colorado: and J. T. Trowbridge, in "His One Fault," stops us in the midst of a pleasant drive.

Moses King while a student at Harvard College, earned his entire college expenses of about a thousand dollars a year by making books, such as "Harvard and its Surroundings," "King's Handbook of Boston," "The Harvard Register," etc., and since graduation, a few years ago, he has published many successful books; among them "Students' Songs," which has had the most remarkable sale ever known for a book of its class. Over 40,000 copies of this "Students' Songs" have already been made.

TO MACKINAC.

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DETROIT, MICH.
T. F. NEWMAN, Passenger and Freight Agt.,
Cleveland, Ohio.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4. Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	§6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliance necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	*10 40 A M	*10 45 A M
Chicago Accommodation	*9 02 P M	
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	**Arrive.**	**Depart.**
Chicago Accommodation		*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:45 a. m., *1:35 p. m., §10.50 a. m., §5.45 p. m., §1.35 p m

EUCLID ACCOMMODATION.

Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m., §8 45 a. m., §12.15 p. m., §4 25 p. m.

*Daily except Sunday. §Sunday only.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager, Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C.L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhrichsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St, Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

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O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agt.,
CLEVELAND, OHIO.

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Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; 5/16 plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

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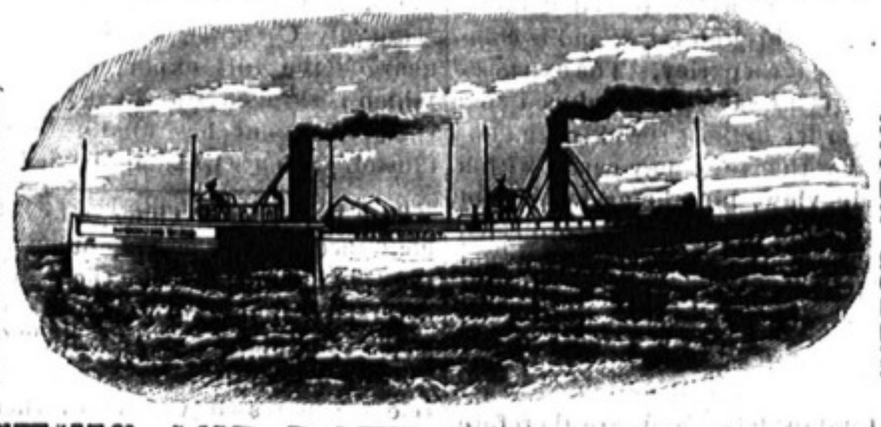
TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



TUGS. ADMIRAL PORTER, KITTIE HAIGHT, RIVER QUEEN.

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Born's Wrought Steel Range, 9x24, has one oven 24x24, and 15½ inch high has 6 9-inch boiler holes; top cooking surface, 3 feet 4 inches, by 2 feet 7 inches.

No. 9x26 Wrought Steel Range has one oven 26x26 and 15½ high, has 6 9 inch boiler holes, top cooking surface 3 feet 10 inches by 3 feet.

No. 9x26 Range has 10 9 inch boiler holes Size of ovens 26x26 inches each. Top cooking surface 6 feet by 3 feet.

No. 9x18 double oven range has 8 9 inch holes. Size of ovens 18x26 inches each. Top cooking surface 5 feet by 3 feet

These are durable, well made ranges, adapted to Vessels, Hotels and Restaurants SEND FOR PRICES. F. & H. BORN, Cleveland, O.

COAL YOUR BOATS IN DETROIT AT O. W. SHIPMAN'S NEW DOCK.

Best dispatch! Best dock! Best coal! Bottom prices.

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Dock---Adjoining S. F. Hodge's Iron Works.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, July 22, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended July 18, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
157,152		Sl.	Daisy,	41.63	39.55	Ludington, Mich.
135,850		Sl	Enterprise,	5.42	5.15	Port Townsend, Wash.
135,852		Sc.	Ellen,	33 78	32.09	Galveston, Tex.
85,892		Sl.	Goldsmith Maid,	7.72	7.34	Eastport, Me.
85,893		Sl.	Gracie G.,	12.87	12.23	Newburyport, Mass.
95,855		Sc.	H. H. Knapp,	76.27	72.67	San Francisco, Cal.
140,775		Sl.	Lizzie,	10.48	9 96	Crisfield, Md.
140,776		Sl.	Louisa J. Evans,	6.06	6.62	Cold Springs, N. Y.
140,777		Sl.	Leader,	6 88	6.53	Providence, R. I.
91,777		Sc.	Marie Wescott,	12.53	11.97	Chestertown, Md.
91,778		Sl.	Mary.	11 08	10.53	Camden, N. J.
			STEAM VESSELS.			
135.851		St. s.	E. G. Maytham,	55.38	27.69	Buffalo, N. Y.
95,856		St. p.	H. K. Bedford,	139.68	139.68	Nashville, Tenn.
76,587		St. y	J. A. Carle,	2.86	1.71	New York, N. Y.
91,779		St. p	Margey,	118.32	97.82	Portland, Ore.
130,339		St. s.	Nellie,	21.63	12.53	Muskegon, Mich.
161,541		St. p	Venus.	116.40	98.66	Pittsburg, Pa.

JARVIS PATTEN, Commissioner of Navigation.

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AT

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SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches, length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

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1885. Steamers of the above line 1885.

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DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland, Ohio

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

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Articles, letters and queries on all subjects are solicited.

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Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JULY 30.

TOO MUCH TONNAGE.

This is a prolific topic and is being discussed by the press of the lakes in its many phases. All kind of remedies are advanced by which, in the opinion of the writers, the growing evil may be modified. Nevertheless none of these remedies will be adopted or applied for the very simple reason that none are practicable. Among the theories for the cure of the present low condition of lake freights, the one which promises the best results is that of laying up or suspending a certain amount of tonnage for the time being, that is, until a revival is forced. This, it appears, is a key to the difficulty, but will it stand analysis? Suppose this plan is agreed to by all owners of tonnage, to place in ordinary one-third of the tonnage of the lakes. The next question to be disposed of is, whose boats and what class of boats shall be suspended? Will the owner of a fleet of modern built boats tie up his craft or will the owner of the single vessel yield and receive just remuneration for the privilege he has granted to his more fortunate competitors? It is true the tonnage being added at present to the lake fleet is designed for a specific route or trade and therefore will command that specific business, and owners will not consider it policy to be included in a measure designed to benefit other classes of boats. It is possible also that owners of very much of the tonnage designated as wild boats consider that they are doing a living business and will also object to their boats being placed in ordinary; and under these circumstances it is not likely that the owners of the large and more modern built boats are going to retire their tonnage voluntarily, and more especially as that class will be able, if the matter comes to a vote, at a convention, as has been proposed, to outvote any other class. The question, therefore, resolves itself back to first principles, viz: Those who have not the influence or genius to secure business must, of necessity, give way until times brighten, until there is more demand and a consequent strengthening of freights, when their tonnage will again come on the market, with the possibility of forcing the same stringency that prevailed before they retired.

When it is considered that our elevators are full of grain, leaving no room for the new crop, the piling docks of our lumber mills are crowded, ore mines, docks, and pockets full of ore, waiting to be moved, coal docks covered with black diamonds, waiting to be transported, we must conclude that there is not too much tonnage but too little demand. The lack of demand is not in consequence of lack of money, as there is more money lying idle in the banks of the country to-day than has ever been known, but because we are protected; we must consume what we produce, and our consumers are idle. This is not only an agricultural but a manufacturing country. It will therefore be seen that a foreign demand for not only the product of the field but the workshop as well, is necessary, as the above truths evidence the fact that we can not consume all.

It has been held that our system of protection must be offset by cheap transportation in order to compete with other countries in foreign markets, but no one can deny that transportation to the seaboard via. lake and canal has reached the lowest possible point. Even our great enemy, the railroad, is disgusted with it after having forced it down by cut rates and through rates, and is compelled to cry out for a parley. The expenses of our lake carriers have been reduced to a minimum in order to meet the existing condition, in order that they may carry with a small profit in view, but the grain will not move, nevertheless the farmer is protected and he is happy; the ore and coal will not move, but the manufacturer is protected and he also is satisfied. The workmen of the mills and shops are idle, but they are protected, they are not called upon to compete with foreign labor and are therefore content.

Taking the present wages of sailor men on the lakes as the standard for other industries, which it is acknowledged, have been reduced voluntarily in sympathy with the small earnings of the vessels, it may safely be reasoned that the cause is not by reason of too much tonnage, but by reason of too much protection, too little foreign demand because of the tariff on imported goods which could find a market in this country under more favorable conditions in exchange for our surplus productions. What is true of the sailor man is also true of other trades. A foreign demand would start up the mills, give employment to the idle artisans, and necessarily increase their wages and comforts, and the wealthy business men would not be called upon to divide their profits with their workmen for the reason that they would be enabled to pay fair wages for a fair day's work. The skilled workman and the laborer would then realize the difference between competing with laborers imported bodily and the manufactured article, the workmanship of the foreign artisan, and the vessel man would acknowledge that there was not too much tonnage, but too much protection; not enough reciprocity.

As was stated in the RECORD last week, the assignment of Mr. Roach was the result of a shrewd and careful consideration of his affairs by his legal adviser, and will compel the government to treat with him regarding the completion of the three cruisers. The contract, which Secretary Whitney acknowledges, and which he insists should be carried out in the same manner as such a paper would be between two merchants in private business, provides that 10 per cent should be retained from the bills as they came due, and held as security for the completion of the work. At the present time these reservations would have amounted to $210,710. They have been surrendered to the contractor with the exception of $26,670. In addition to this small sum of $26,670 in the hands of the government, there are unpaid bills for extras claimed on the ships amounting to $26.688.95, and in dispute on the Dolphin, $29,945.08. Altogether (mostly in dispute,) $83,304.03. As against this, four ships are in the hands of Mr. Roach's assignees upon which over two million has been paid and the ships must be completed to be valuable, liable to greater deterioration by neglect than all the moneys unpaid and in dispute would repair. Secretary Whitney says it is of the utmost consequence to both parties to the contract that a just settlement of past transactions should be had and a new departure made and suggests as a practical method of arriving at a solution of the matter, a meeting at which some practical course can be adopted.

WHEN Mr. Thomas N. Van Valkenburg was appointed to the office of Supervising Inspector of the Ninth district there was much adverse criticism, the burden of which was that an active politician could not make an efficient or practical officer for the position. Now, however, after three years service, and after he has retired from that position, Captain Robinson having assumed the duties of the office, the Buffalo papers acknowledged his fitness for performing the duties that devolved upon him, and the managers of the steamboat lines have united in commending him. The Commercial speaks very highly of the manner in which he has performed the duties and the Express has the following:

"Captain Robinson has assumed office as Supervising Inspector of steam vessels for the Ninth district. Mr. Van Valkenburgh goes out with a good record. We have heard no complaint against him during his term of office, and we know that he has done good service in compelling better equipment on the lakes in the important matter of life-saving appliances. As Mr. Van Valkenburgh went into office under considerable criticism, this much of acknowledgment is fairly due on his going out."

THE Treasury circular of the 2d inst. has finally been interpreted to mean that shipments free of duty will be allowed between American ports through Canada when American vessels only are used. By this order shipments in any bottom, except an American bottom, will be regarded as exports, and will be treated as such. Consequently Canadian vessels will have to be charged the full export duty on all grain which is shipped by them. We must say the government has finally reached a conclusion which will be applauded.

THE Port Huron Times, a few days since, contained a letter bearing upon the wrecking laws, upon which there has been a diversity of opinion for many years past. The Dominion government, as is well known, will not allow American bottoms to release distressed vessels in their waters, and it is equally well known that Canadian tugs must not trespass in United States water, which so far makes it an even thing, but it is claimed the Canadians have not a sufficiency of tugs to meet emergencies, and therefore Americans should be allowed to perform the service. Within the past three or four years the bottoms of three American tugs have been made British, owing, it is presumed, to the fact that the party in question had a surplus of tugs on hand and to meet the exigencies above referred to as well. Under certain circumstances some of the tugs may be far away from the scene of disaster, but the owner, S. A. Murphy, is always accessible at Detroit to render assistance. All this difficulty originated on the American side, and is a fire of our own kindling. Make all boats free to wreck where they like, and let the best tug win. Could this be effected it would make all things even, save the advantage would be largely on the American side.

The Herald, which speaks warmly in favor of a convention of representative men from all ports to urge the needs of lake harbor improvements before Congress, thinks that Duluth would merit special attention, and says that gratifying progress has been made in the improvement of the harbor under the general supervision of Major Allen, but much remains to be done. At present the depth of the canal ranges from 18 to 35 feet, while in the main harbor it is 18 feet. The depth of the blast furnace channel up to the Ohio Central dock is also 17 feet, and up to elevator E, 16 feet. The Rice's Point channel from elevator E to Connor's Point is 12 feet in depth. Generally speaking the harbor is in good condition. The depth of water is all right, but the area is too small for the growing commerce of the port.

THE transplanted Marine Journal, the official organ of the N. B. O. S. N., now published in New York, in reaching out over the lakes for something good to put in its frame, finds the following, and leaves its readers to think that the lake craft can have their damages damaged:

"The damage to the Anchor Line Steamer Clarion, in collision with the ferry steamer Lansdowne, at Detroit, was only slightly damaged."

LARGE SCHOONERS.

Some one has told the Inland Marine editor man that the David Dows has five masts, long ones, which prompts him to say in that paper that "the David Dows is the largest schooner in the world." This statement will not mislead any lake men, as they know better, but it has a tendency to impose on the New York Maritime Reporter which is trying to find a picture to put in the official steam navigation frame of the New York Marine Journal. We do not go off our own lakes to find four schooners larger than the David Dows, although the Dows show, larger proportions than any American schooner on the ocean. To be brief we will take the tonnage and measurements of the David Dows, as printed in the Chicago paper, as a base for comparison, viz: "Length over all 275 feet, keel 260 feet, beam 37½ feet, depth 18 feet, registered tonnage 1419 gross tons, carrying capacity 2500 tons." Her net tonnage is 1317.70, which is not mentioned in the above account. There are four schooners on the lakes larger than the Dows, the Specular, 1687 gross and 1602 net tons; length over all 275 feet, keel 260 feet, beam 38 feet, depth 21 feet, with carrying capacity of 2700 tons on less than 16 feet draft. Then we have the schooner Magnetic measuring 1612 tons gross, 1592 net, her dimensions being the same as those given above. Then the schooner Golden Age with a registered tonnage, gross 1846.96 tons, net 1763.79 tons, and finally the schooner George W. Adams with registered tonnage, gross 1443 and net 1371 tons. It is true the masts on these boats are not as long as those on the Dows but the boats are all schooner rig and can go alone, and as there are no persimmons on the lakes to be knocked it does not matter about the length of the sticks.

File your MARINE RECORDS for reference.

[Continued from 1st Page.]

DETROIT.

Special to the Marine Record.

July 28.—The heated term is at present in full blast and almost beyond endurance, and there are many in the city who cannot escape from it, even to take a short ride upon the water, where the atmosphere is always cool and bracing. A trip to Mackinaw and other pleasurable points of like distance is not very expensive, yet with those of limited salaries their means will not allow them to partake of such enjoyment or business permit so long an absence. It is true our ferry steamers afford to thousands of citizens a respite, both day and evening, yet even this becomes, after a time, to some, monotonous, and other routes must be sought out. To those who can be spared twenty-four hours from business cares, a more enjoyable ride I doubt cannot be found than by the steamer Idlewild, which leaves the Star line dock in this city every afternoon, and with a fourteen mile speed, wafts you over Lake St. Clair, then through the St. Clair river to Port Huron and Sarnia, calling at the pleasure resorts near the flats, Algonac, Marine City, the Oaklands at the town of St. Clair, and all this during a pleasurable afternoon and evening sail, arriving at your destination at a seasonable hour for a good night's rest at as good hotels as can be found elsewhere. Next day you can enjoy yourself, visiting numerous places of interest until 4 o'clock, and then step on board the steamer Ward, of the same line, return home, rested and benefited by another afternoon and evening's ride, and all this at a cost not worth citing. The foregoing has been noted from actual experience, and consequently the proof is at hand. Your correspondent was there. During this brief trip I had occasion to notice many incidents, but for want of space only a few can be alluded to. On the way up can be seen, along the St. Clair river, the residences of captains, engineers and sailors, comfortably located, not a few of whom are moored on Herson's island, some of them for all future time. On the head of this island, which has become famous as a stranding point for steamers and vessels, a well known steam barge, bound up, deep laden with coal, was taking a temporary rest, while the tug Oswego was using all the power she had at command to release her. At Algonac lie the remains of the tug G. H. Parker, at one time the pride of the lakes and rivers. From this place, at several points, may be seen like reminiscences of the olden time. Lying at Marine City were several steam and tow barges which, owing to hard times, are laid by for the present. There was less of this sort of thing at Port Huron than elsewhere. Over in Sarnia Bay lay anchored the brig Hercules, of Port Burwell, which has not been fitted out this season, and thus exposed to the sun's rays, is gradually going to decay. Captain Lynn and son are the marine reporters at this place, and together with the old gentleman we spun some old time yarns. Moffat's tug line office is also located here, under the able management of Captain John Cornwell. The ferry between Port Huron and Sarnia consists of two lines, one of which is ably managed by Captain James Moffat. On taking the steamer Ward for our return a drenching rain set in, and we resorted to the cabin to ruminate over the day's pleasures. During my observations I noticed, moored at Marine City, the N. P. Goodell, which has been spared, into the sere and yellow leaf, now 31 years afloat, and during her time was a craft of considerable prominence, having on one occasion made a voyage to sea. Always successful, she is deserving of a new lease of life, by being transferred to Lake Michigan, where, from time immemorial, such things have been accomplished. Here follow the names of a few at present on that lake which have attained 30 years and upward: Schooners Lew Higby, 33 years; Gilbert Knapp, 32 years; Racine, 32 years; Rainbow, 30 years; North Star, 31 years; C. Harrison, 31 years; Wm. Jones, 32 years.; Milwaukee Belle, 31 years; R. F. Wade, 31 years; Clipper City, 31 years; Empire State, 31 years; Onward, 30 years, and others which might be enumerated, while passing this way, occasionally, is the Seamen, 37 years, in good condition.

The steamship Minneapolis called here on Tuesday for a new fore mast, and departed westward Friday evening.

The steamship H. E. Packer stranded on Bar Point on Thursday, laden with wheat. She was released on the following day by tugs Kittie Haight and International after lightering some 5,000 bushels of her cargo on board the schooner Mary and towed back to Malden, where it was re-shipped. So far as known she sustained no damage.

The fine steamship Alberta, with returning troops from the Indian war in the northwest, arrived at Sarnia on Friday last, and

remained during the day. Neither the Alberta or her consorts have been painted this season and present a very grim like appearance.

The tugs Torrent and John Owen passed down with large rafts on Friday. Both were in good order and condition.

As was predicted in my last the steamer W. J. Averell, on her arrival here last week, was placed in ordinary until better times. Other craft, to the number of fifty and upwards, are retired here.

Mr. S. A. Murphy, of this city, has received intelligence that his tug, the International had arrived at Owen Sound with the schooner Lady Dufferin which was wrecked on Lake Superior last fall. The International, with her equipments, was ordered to go to the propeller Quebec to assist the tugs already there in raising her.

The schooner George B. Sloan's small boat was pretty effectually broken up here on Friday last by the tug Quickstep.

The Canadian propeller Armenia, from Montreal for Chicago, passed up on Sunday, laden with passengers and merchandise.

The propeller S. F. Hodge had a new foremast placed in her at the Detroit drydock yesterday.

Captain Grummond's tug Champion, which passed here a few days since with a large raft for Buffalo, has arrived at that port, with the same in good order.

The sale by the United States marshal, of the steamer Saginaw at Chicago, it is given out, will take place on Thursday, and it is more than probable she will be bid in by the White Star line of this city, the original owners.

Cargoes of coal continue to arrive at this port freely.

The work of raising the propeller Quebec, sunk in the Sault river, which was taken in hand by S. A. Murphy, of this city, has, it appears, temporarily stopped, and for the very good reason that the sum for carrying out the project is entirely inadequate for the undertaking. At least such is the view taken by Mr. Murphy, and he has accordingly hauled off his forces and ordered his wreckers to repair to Cheboygan, where they now are, to await further orders. The contract was taken for $7,200, and in the event of failure to raise the vessel no remuneration for time and money thus lost was to be had. In any event, many well versed in wrecking matters, were surprised that the task had been taken at so low a figure, and on this point Mr. M has become thoroughly satisfied, and so threw up the sponge. As a result Lorenzo Demick, agent for the Inland Lloyds, at Buffalo, yesterday sent dispatches to various wreckers in this city, asking for further bids to perform the work. What will be the outcome of all this it is impossible to determine at this writing, yet it is morally certain that whoever may be Mr. Murphy's successor the price will have to be in advance of the above figures.

The ferry steamer Lansdowne has gone into drydock at Detroit for repairs, and the schooner Corsican will receive extensive repairs before going into commission again.

HALL.

FRANKFORT.

Special to the Marine Record.

The steam yacht Cynthia was inspected by Captains Cowan and Dodge, district inspectors, and given a permit to engage in passenger and ferry business.

The schooner Camanche was released on the 24th from North Manitou island, a diver, from the wrecking schooner Experiment, put a patch on the hole in her bottom, when she was towed to some west shore port for repairs.

Captain N. Robbins, superintendent of life saving stations, 12th district, is here, making contract to move Point Betsy life saving station further back from the beach. The existing high stage of water in Lake Michigan, combining with the current and heavy seas, have washed away about 50 feet of the beach, leaving only 8 feet in front of the station, and of late, during a gale, the surf would dash against the house. It will be raised and moved back about 100 feet east of its present positions. Captain Robbins is a careful and prinstaking officer, and very popular in the service.

The sloop yachts Harry Burke and Las Companas were in our harbor a few days. Their crews are uniformed, and their cannons were fired at sunrise and sunset. They hoisted colors at half mast on Thursday in memory of the late General U. S. Grant.

BURMEISTER.

ESCANABA.

The schooner R. Hallaran, was released from Spider island, on the 27th and arrived here next morning at daylight. It took four tugs to release her, the Owen, Delta, Gladiator and Spalding. She is not leaking and does not seem injured in the least.

BAY CITY.

Special to the Marine Record.

Captain John Powell, of the barge Racine, was taken before a justice and gave $2,000 bonds for his appearance August 6, for knocking down a longshoreman named Wm. Watterson with a club.

Business on the river is brightening up, a large number of craft having loaded during the past week.

The small schooner, General Butler, recently ashore at Sand Point, has been released and will be brought here for repairs.

Though the beginning of the present week has not brought a general resumption of work in the mills on the river the prospects for a general move toward work seems at present somewhat more cheerful than for several days past. The employers and their men are slowly coming to conclusions which will permit work to be resumed and end the season of idleness which has been of profit to none but has worked injury to many.

This tropical weather is sending delegates to the resorts and camps at Point Lookout, both the Metropolis and Arundel taking large quantities of freight and many passengers each trip.

The tugs Tom Maytham and O. W. Cheeney, both of the same size and power, had a hard race on the bay Sunday afternoon for the tow of the propeller H. M. Hubbell. It was nip and tuck for half an hour, each boat being in the other's suction which held them rail to rail, but finally Captain Barclay, of the Maytham, got away from the Cheeney and reached the tow about two lengths ahead of the Cheney only to find that the barges had orders to tow with the tug Witch, which was quietly waiting at the mouth of the river, looking at his friends burning up coal, just for the fun of the thing.

The tug Gladiator, with a large raft in tow from the AnGres, was compelled to run under Sand Point (Point Lookout) on Sunday to escape the heavy northeaster.

Forty cents an hour and no jobbers is now an established fact, and a number of old jobbers will probably look for pastures green.

SHAW.

CLAYTON.

Special to the Marine Record.

The Royal Mail Line Company has settled with Captain George Sweet for the steamer Corsican running into the steamer Maynard for $450.

The steamer Magic was hauled off on Monday last for some repairs to her engine.

The steamer Jessie Bain will receive her new cylinder head and be on the route the latter part of the week.

A new yacht called the Rockland has just arrived on the river. A very fine yacht, but not very speedy.

The steamer St. Lawrence, on her morning trip from Cape Vincent to Alexandria Bay on Tuesday morning, met with an accident, the breaking of the strap that holds the cap on the gallows frame. She goes to Kingston for repairs. The steamer Ontario makes her trip.

The steamer St. Lawrence was on deck on Wednesday morning.

The steamer Ontario gave the Knights Templar of Utica a whirl on the river on Wednesday.

The steamer Van Horne, running the route of the Jessie Bain, broke her wheel. She went to Kingston for another.

The steamer Flora, running from Fisher's Landing to the park, broke her crank. The Jessie Bain took her route.

It is said that Dr. Brownlow's new yacht, built at Ogdensburg, on her trial trip knocked off 18 miles an hour quite easily. She will have the new patent blowers under her grate instead of on the stack, quite an improvement over the old style.

Hanlon and Lee have left the St. Lawrence river. They rowed at Caznovia last week.

The new law for skiffs to carry a white light two feet above the deck must be complied with. Some of the boys shoo at and disregarded the law. Notices had been posted up, and the steamer Bibbs appeared on the scene and seized a number of the boats at Alexandria Bay. They returned them to the owners, however, but they must obey the law or the Bibbs will see them later.

As the steamer Algerian was leaving the rail road at this port on Saturday, Henry Kenney, aged 28, fell overboard while drawing in the gang plank, and was drowned. He was of English birth, and just arrived in this country and had no friends here. This was his third trip on the steamer. The body was recovered on Saturday.

The schooner rigged yacht Vision, of Erie, Pa., is enjoying the St. Lawrence for a few days. She is a beauty.

Captain Estes, of the St. Lawrence, took soundings around the buoy off Curlston Island Saturday, and found that the shoal had been removed by the ice so that the water had increased to the depth of 20 feet.

Another steamer called the Cresa is running from Alexandria Bay and ports down the river.

The steam yacht Ruth, from Oswego, with a nice party, is taking in the river, and will proceed to Montreal.

The schooner McClelland, of Dexter, N. Y., was seized by the Bibbs with a foreign cargo without a manifest. She was turned over to the collector at Cape Vincent.

As Hanlon was giving the St. Lawrence a little spurt near Alexandria Bay he fouled his oar against a buoy, throwing him 10 feet into the water. He was picked up by a row boat.

There are over 200 canoeists on Delany Point, on Ell Bay. A big time this week. The steamer Magic makes five trips a day to the camp.

B.

EAST SAGINAW.

Special to the Marine Record.

The propeller Abercorn came in the river Sunday from Oswego with coal for the Tetta bawasse Boom Company.

All operation on the boom have not started up since the strike and as a consequence the tugs Giant, Jessie P. Logie, Jas. Hay, Robert Weideman, and the Willie Brown are lying in ordinary.

Some friend of the owners of the barge Theo Perry bored a hole in her planking, near the water's edge, the other day, and as a consequence she nearly sunk before it was discovered.

The excursion business is getting to be quite an industry just now. All of our various steam yachts seem to have all they can comfortably handle. But among them all there isn't a single one fit for the business, none of them having any accommodations in that line.

Captain James Donley and Zenas Sweet started out in the steamship Alexander Folsom a short time ago for a trip to Buffalo. On arriving at Cleveland Captain Donley was taken seriously ill and they returned home by rail.

The propeller Oswegatchie and tow Lumberman that came from Milwaukee to this city, light, to load lumber, got away Sunday morning for Buffalo.

At 12 o'clock Saturday night a large party of young men left this city for Point Lookout on the steamer St. John. They had an elegant time until the bay was reached, but here a sea was encountered which soon made a majority of those on board feel very sick, and while the boat was rolling about in a careless sort of way the firemen on board struck for fewer hours of labor and more wages. While the passengers were endeavoring by entreaties and threats combined to induce the stoker to resume work the fire under the boiler went out, the steam was exhausted and the boat was at the mercy of the waves for an hour or more, and the passengers were finally compelled to go below and fire up. After nearly nine hours on the trip the boat reached the Point and landed as weary a set of mortals as have visited that resort in some time.

Dockwollopers have made arrangements with the Bay City dockwollopers not to go below Melbourne in the loading of boats. They in turn are not to come above Melbourne. This arrangement is a great inconvenience to captains here, having to pay off the crew at each end of the river, if they finish below.

SHAW.

DULUTH.

A telegram has been received from Port Arthur saying the propeller Isle Royal had sprung aleak and sunk eighteen miles from Washington Harbor, on the north shore, but that the passengers and crew were safe at Susie Island. This is all that is known of the accident. The boat was owned by Cooley, Lavaque & Company of this city, and ran in the Duluth and Port Arthur trade. At the time of the accident it is believed she had no freight and but few passengers on board. She must be in deep water, and probably will prove a total loss. She was formerly called the Agnes, and was built at St. Clair by Langell in 1880, and was of 64 tons burden, and classed A2. Cooley, Lavaque & Company bought her in September, 1883, and remodeled her and changed her name. She was valued at $12,000, and insured for $9,000.

IT cannot be denied that the shippers, in utilizing the storage room in Buffalo for grain, which is being transported at a very low rate, are flanking the carriers on the higher rates which should naturally prevail during the later months, when the new crop is ready for the western elevators.

The dredge Menominee has arrived from the Sault to dredge at the water front of West Superior, where the West Superior Ceal Dock Company intend to build a large dock. Mr. C. S. Barker is the contractor.—*Herald.*

MILWAUKEE.

Special to the Marine Record.

It is reported that the F. & P. M. R. R. Company is to have a new propeller built by the Detroit Drydock Company. She will be named the F. & P. M. No. 3 and will be larger than the boats now on the Milwaukee, Ludington and Manistee route, and will contain 100 staterooms. She will have three spars, propelling power for 2,000 tons, twelve feet draft, and a guaranteed running speed of eighteen miles an hour. Her capacity for burden will be 1,000 tons, she will be lighted by electricity throughout, and have all the modern improvements in steamboat architecture, making her one of the finest passenger boats on the lakes. The route will then be changed so as to include Manitowoc.

The revenue cutter Andy Johnson is on a cruise at the foot of the lake and Lake Superior.

A circular from the Treasury department explains a misinterpretation of the act of July 5th 1884, reducing the fee for coastwise clearances on vessels without cargo from 50c. to 10c. Vessels clearing to a port where there is no custom house have been required to pay 50c., but the new circular says the fee in such cases should be only 10c.

The schooner E. P. Royce arrived here early Saturday morning in a demoralized condition, the result of a collision with the steambarge Jarvis Lord. The Royce was bound light from Chicago to Cheboygan, and the Jarvis Lord coal laden from Buffalo for Chicago. The collision occurred at three o'clock on Thursday afternoon, off Skillagalee. The Royce was struck on the port quarter and badly stove in but fortunately not below the transom, her stern was badly twisted and damaged. The Lord took her in tow and brought her to this port, after which the Lord proceeded on her way to Chicago with no serious damage to herself apparent. The Royce is at the Milwaukee shipyard and her repairs will be completed in a week. The version that your correspondent has of the affair is that it occurred in broad daylight during the mate's watch on deck on the Lord.

The schooner R. Hallaran, went ashore about ten miles south of Death's Door, probably on Spider Island. The tugs Owen and Gladiator have gone to her assistance and succeeded in releasing her.

The river here is full of coal vessels at present and in fact it seems to keep full all of the time.

Allow me to correct an item in your last issue in regard to the schooner Northwest, owned by R. P. Fitzgerald & Co. The item conveys the impression that the cargo of wheat got wet after being placed in the vessel. Such was not the case at all as the grain was damp when it was loaded into the vessel, and as a natural consequence became heated, thus causing the trouble.

The last plank was put in the wrecked schooner Gipsey, now in dock at Wolf & Davidson's main yard and the balance of her repairs will be completed in a few days. She has an entire new bottom, new keel, center board box, keelsons, etc., her cost, including purchase while on the beach, wrecking and repairs will be between $4,000 and $5,000.

Wolf & Davidson have made repairs on the following vessels, during the past week: Schooner Industry docked for calking and repairs, schooners Petrel and Una and scow Mt. Vernon the same, while the schooners Joses and Grace Whitney, will be docked tomorrow. The Kirtland, Wolf and Davidson Wrecking Company is having two new steam pumps built at Lockport, N. Y. They will be added to the outfit of the wrecking tug Leviathan, adding greatly to her facilities for assisting vessels in distress and making her more reliable than ever, for when she gets those pumps added to what she already has the vessel that she cannot get off the beach or out of the lake will be like the schooner Nonesuch, without either decks or bottom.

A steambarge is under construction at the Milwaukee Shipyard for Captain F. H. Parker. Length over all 146 feet, beam 27 feet.

The steambarge Jim Sheriffs came in this afternoon to have some repairs made to her rudder.

Q.

LUDINGTON.

Special to the Marine Record.

On the 25th the tug C. Williams of Manistee passed here with the schooner Camanche, for Chicago which she had released from the North Manitou Island. It took two steam pumps to keep her free.

The F. & P. M. steamers are doing a good local business across the lake.

The steamer J. D. Dewar is busy giving short excursions out of Pentwater, Ludington and shore places.

Steambarge Fayette still tows the Ward scows, the tug Buckeye remaining in ordinary.

J. D.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXVII.

The steamer Great Western, which came out in September, 1839, was burned at Detroit. She had been to Chicago, and on returning took fire while crossing Lake St. Clair, but the flames were apparently extinguished until reaching Detroit when they burst forth anew and consumed the boat almost to the water's edge. She was subsequently rebuilt at almost her original cost.

The steamer Minnietunk, a Canadian craft, was sunk by the steamboat Erie, on Detroit river, above Malden. She was afterward raised, enlarged, and had her name changed to Goderich.

The steamer Cincinnati went ashore during a fog, outside of Sandusky, but was got off with slight damage.

In 1840 there were forty-eight steamers on the lakes of various sizes, from 150 to 750 tons, and costing in their construction $2,200,000.

Navigation opened at Buffalo, April 24, the steamer Chesapeake, Captain D. Howe, arriving at that date. The Erie canal opened April 20. The steamer Star, Captain Cliff Belden, arrrived at Detroit March 8, first boat. The Straits of Mackinaw opened April 16, the steamer Chesapeake being the first boat through.

The most appalling calamity that year was the burning of the steamer Lexington while en route from New York to Stonington, by which sad event 200 lives were sacrificed. It took place on Monday evening, January 13, at about half-past seven o'clock, none being saved except Captain Hillard, her commander. This horrid tale was published at great length in the papers, and was too heartrending to recapitulate.

Up to June 1st there were 272 arrivals at Buffalo, the receipts 128,064 barrels of flour and 140,153 bushels of wheat. During the season of 1840 there were 1,605 arrivals and departures at Detroit.

Captain W. T. Pease retired from steamboating that season and entered the forwarding business at Detroit as agent for the Troy & Erie line, also the United States line.

The steamer Rhode Island, 164 tons burden, high pressure, and one year old, was offered for sale by Wm. Truesdale at Detroit.

The Michigan Central railroad run cars as far west as Ann Arbor, two trains daily.

The United States mail passed from Detroit to Chicago in 48 hours.

In the month of August the steamboat Erie, Captain Titus, exploded on the Detroit river, killing six of the crew.

The steamer General Harrison, of 326 tons burden, came out that year, in command of Captain I. T. Pheatt. Her engine which was high pressure, was taken from the hull of the steamer Oliver Newberry. She was built at Maumee City, and as these were Log Cabin times, her wheel houses and other parts of her hull were ornamented with inscriptions bearing upon the election of General Harrison.

The steamer Missouri, 612 tons burden, and high pressure, built at Vermillion for C. M. Reed, of Erie, came out that season. Captain Thomas Wilkins, formerly of the steamer Thomas Jefferson, took command of her, and the Jefferson was sailed by T. J. Richards. The other steamboat appointments were much the same as in 1839, with a few exceptions.

A small steamer named the Waterloo, 98 tons, was built at Black Rock, and plied between Buffalo and Niagara Falls, sailed by Captain Walker and subsequently by J. W. Lewis and E. Otis Hale. A portion of the engine in the Waterloo had served time in the Walk-in-the-Water and in the Superior.

The steamer Minos, 400 tons, was built at Chippewa, and plied on the Canada side.

Of the Canadian steamers, commissioned on Lake Ontario, were the Highlander, 300 tons, built at Coteau du Lac; Albion, 200 tons, at Brockville; America, 1st, 300 tons, at Niagara; Sovereign, 475 tons, Niagara; City of Toronto, 500 tons, Niagara; Prince Edward, 200 tons, Kingston.

The steamer Lord Sydenham run down the St. Lawrence rapids that season, the first to attempt such a feat.

Recalling the events of 1839, a most distressing casulty took place in the loss of the brig Neptune, Captain John Sims, of Cleveland, at Point Sauble, Lake Michigan, in the month of November. Eleven passengers, comprising four families, were drowned. Five, beside the captain, reached the shore, where they soon after perished. The captain had both feet badly frozen, one of which was subsequently amputated. His mate, John W. Webster, had both legs badly frozen and they were afterward amputated. The Neptune had on board a general cargo, such as iron, liquor, leather, wagons, etc.

In the latter part of November, same season, the schooner Victor, laden with 4,000 bushels of wheat, shipped from Michigan City, was lost, with all hands, on Lake Erie. The cargo belonged to Thomas Kempshall, of Rochester, N. Y. These were the two more important disasters of that season.

Navigation opened at Buffalo in 1841 April 14. The first arrivals were the steamer General Wayne, Captain Amos Pratt, and the Chesapeake, Captain D. Howe. The Erie canal opened April 26.

The steamboat appointments that season, without repeating those of the previous season, were as follows: Steamers New England, Captain Jerry Oliver; Fairport, Captain Arthur Edwards; General Harrison, Captain S. F. Atwood; Bunker Hill, Captain D. P. Nickerson; James Madison, Captain John McFadyen; Chicago, Captain J. F. Wright; General Scott, Captain Ira Davis; Kent, Captain H. Van Allen, and other minor appointments to small steamers.

The old regular combination line was, in the main, kept up between Buffalo and Chicago.

The passenger and freight arrangements were published early in the season, to continue until November 1. The passenger fare was as follows: Buffalo to Dunkirk, cabin, $2.00, steerage, $1.50, horses, $2.00 each. Erie, cabin, $3.00, steerage, $2.00, horses, $3.00. To Conneaut and Ashtabula, cabin, 4 50, steerage, $2.50, horses, $4.00. Fairport, cabin, $5.00, steerage, $2.50, horses, $5.00. Cleveland, cabin, $6.00, steerage, $2.50, horses, $5.00 Sandusky, cabin, $7.00, steerage, $3.00, horses, $6.00. Maumee and Detroit, cabin, $8.00, steerage, $3.00, horses, $6.00.

The prices of freight were as here noted: From Buffalo to Dunkirk, heavy, 25c., light, 35c., bbl. bulk, 38c. To Erie, Conneaut and Fairport, 27c., 40c. and 50c. To Sandusky and Detroit, 30c. 48c. and 50c. Down freight as follows: Flour per barrel, 20c. Provisions, etc., per 100 lbs., 10c. Tobacco per 100 lbs., 15c. Grass seed per 100 lbs., 15c. Ashes per 100 lbs., 10c. Wool and peltries, 25c.

Passenger rates from Buffalo to ports on Lake Michigan, as follows: To Mackinac, cabin, $16 00, steerage, $8.00, horses, $10 each. To Milwaukee, cabin, $20, steerage, $10, horses, $15. To Racine, the same. To Southport, the same, and to Chicago the same.

Prices of freight from Buffalo to Mackinac, 100 lbs. heavy, 50c., light, 75c. To Milwaukee, heavy, 62c., light, 87c. To Racine, Southport, and Chicago, the same. Double wagons, $7.00, single, $5.00, Furniture, heavy, $1.50. Down freight: Flour per bbl., 40c. Provisions per bbl., 60c. Ashes per 100 lbs., 20c. Hides each, 15c.

The steamers R. Fulton, Captain Hart, Fairport, Captain Edwards, and General Harrison, Captain Atwood, plied between Buffalo and Detroit, calling at Monroe.

Captain Jacob Francisco, of the schooner DeWitt Clinton, reported finding the wreck of a vessel twenty miles south of Port Stanley, with both masts gone and the bowsprit badly sprung. Her spars and sails hung over the side and both davits were gone. An anchor weighing 700 pounds was taken on board the Clinton. The name could not be ascertained, but all hands were, beyond a doubt, lost.

Gray & Lewis entered into the forwarding business at Detroit, as agents for the Western Transportation Company.

The quantity of produce shipped from Toledo, between the 25th of April and the 26th of November, 1841, was as follows: Wheat, 127,898 bu., flour, 45,784 bbls., potash, 1,303 casks, whisky, 2.295 bbls., pork, 7,063 bbls., butter and lard, 440 firkins, grass seed, 520 bbls., beans, walnuts, etc., 350 bbls., dry hides, 2,180, furs and pelts, 350 bales. The estimated value of the above shipments was $518,048. From Detroit the same season there were shipped 170,000 bbls. of flour, besides other products.

Three men, in a small boat, went over Niagara Falls. The names of two were Jehiel Kenney and John York. The other was a stranger. They had started to cross over from Schlosser to Hudson's tavern, two miles above Chippewa. Soon after they left their cries were heard, but they were beyond rescue. The boat was loaded with six barrels of whisky, and being struck by a squall, she sunk. Kinney kept a tavern eight miles below the Falls. He left a wife and three children.

In the fall of that year an experiment was tried with the first of the Ericcson propellers on the lakes by placing the machinery in a new schooner called the Vandalia, built by Sylvester Doolittle at Oswego. The Vandalia took on a cargo for the head of the lake. After discharging the most of her cargo at Hamilton she proceeded up the Welland canal as far as St. Catharines, and worked remarkably well in the canal. On her return she left Niagara at half past two o'clock p. m., and arrived at Oswego the next morning at nine o'clock, making 140 miles in 18½ hours, with nearly a head wind. She was commanded by Captain Rufus Hawkins, and was the first propeller on the lakes.

The schooner Post Boy, with ten persons on board, including passengers and crew, was lost, with all on board, in Lake Michigan, in the month of October, 1841. She left Chicago and was lost about 15 miles north of Kalamazoo. A keg of powder was shipped at Chicago, and it is supposed must have exploded, breaking the vessel into pieces, as small fragments of her were afterward picked up in the lakes. Those on board were all citizens of Michigan.

In the month of November the steamboat Rochester, when about 40 miles from Buffalo, en route from Cleveland, was overtaken by a storm, and sprung aleak. She put back for the latter port, and on her arrival had two feet of water in the hold which a constant use of the pumps could not gain upon. Had she remained out a short time longer she would have gone to the bottom.

The steamer New England was out in the same storm, but by good seamanship on the part of Captain Oliver, she arrived safely at Buffalo where a card of thanks was presented to the captain, signed by the passengers, for his heroic management.

The schooner America, of 60 tons, which loaded with produce at St. Joseph, went ashore, 20 miles from that port, and with her cargo, became a total loss. She was quite an old vessel and had sailed for many years on Lake Erie.

Colonel Wm. H. Hunter, collector of customs at Sandusky, went with a party of friends on a hunt, on the peninsula opposite. He became separated from the party and was never heard of afterward. It was a supposed case of suicide.

George W. Clinton, collector of customs at Buffalo, issued a notice that all vessels, on their arrival, must, within twenty-four hours, present a sworn manifest of all their cargo, and in default a heavy penalty would follow. That duty had been shamefully neglected in the past, and would no longer be allowed to continue.

SPECIAL LICENSE.

ST. LOUIS, MO., July 22.

To the Editor of the Marine Record:

There had been nothing said regarding my being captain of the boat, hence my release from the Columbus jail was immediately followed by a trip to the inspectors. My friend, the boat owner, in generous response to repeated expressions of doubt as to my ability to get a master's license, had assured me that the thing would be all right in case I professed to own the boat, but he wished, so he said, that I'd get my papers on my own merits. There is a local board at Memphis, Tenn., Evansville, Ind., and St. Louis, Mo., so I had a wide field to choose from. With much fear and agitation I entered the office and presented my case to the gentleman, who, for the time, held the balance of my happiness in his official hand.

"You want to be a captain, do you?" eyeing me furtively.

I confessed a weakness for the title.

"I suppose you understand your duty?" continued the inspector, getting his voice from the base of his diaphragm so as to appear gruff under the load of government honors.

I told him I felt pretty well posted. He then asked me if I had been on the river as long as my application claimed, and if I knew the law appertaining to life boats, fire extinguishers, and the like; how large the boat was, whether packet or tow boat, and after my reaponse had been given he went into the other room and said to his deputy, but loud enough for me to hear:

"Give that fellow a 'special' license for that particular boat, for he has not got more than half sense."

Hardly had the order been given to make 'special' papers for me, then the inspectors reappeared and asked:

"By the way, who owns the boat you wish to command?"

"I do, sir."

"You do?"

"Yes, sir."

"Charley, he called, "hold on a second;" then pacing back and forth across the room a time or two, he again entered the back office.

"Give the gentleman first-class papers, for I find on a more complete examination, that he is wonderfully bright; in fact, my last examination was indeed a marvel for completeness."

I took my papers, hurried back to Cairo, and had the fact published in the Cairo papers. Meeting the engineer I assured him I should make no changes in the personnel of my administration unless for offensive, partisan causes, and instructed him to get up steam and be ready to leave on the regular trip the next day at 10 o'clock. I went to the boat at 9:30 to ring the bell, and found the wharf lined with men, who set up a shout of derision when I approached, and such expressions as "There's old innovation!" "Oh, ain't he a dandy captune!" "Go to the lakes, ye blackguard!" and other similar affectionate terms greeted me. On board I found the confusion no less intense, for there was no steam, in fact, the boilers were not pumped up, and the engineer informed me that the crew had refused to work unless I was discharged.

Without going into details, I found out that my literary genius had been discovered, and my e-says on the future of the river had so worked against me that I could not get a man to ship with me on the boat, so I was forced to resign my captaincy, and here I am, with nothing to show for my trouble save my master's license, and a certificate of membership in Our Neighbor's lodge of Good Templars.

Please send my paper to St. Louis, care of Hunter Ben Jenkens, and believe me very disappointed and still,

THE SECOND ENGINEER.

NEW YORK'S GREAT WATERWAYS.

The action of the New York Board of Trade and Transportation for the purpose of securing an exression regarding the improvements of the New York canals, has been indorsed by the Merchants' Exchange of Buffalo, and a formal call for a convention in the matter has been signed by many prominent business men and representatives of the several districts:

ROOMS OF THE NEW YORK BOARD OF TRADE AND TRANSPORTATION,
NEW YORK, July 21, 1885,

To the citizens of the state of New York who favor the improvement of the state canals.

Pursuant to the accompanying preliminary declaration, which has been largely and influentially signed, a conference for the purpose of considering measures for the improvement of the canals of the state of New York, and effecting an organization to secure that object, will be held in the city of Utica, N. Y., on Wednesday the 19th day of August, 1885.

The headquarters of the committee of arrangements will be at Bagg's hotel.

Individuals and organizations favoring the objects of the conference are invited to attend, and are requested to advise the undersigned of such intention at the earliest date possible. Respectfully,

FRANK S. GARDNER,
Acting secretary of the N. Y. Board of Trade and Transportation.

FOR THE IMPROVEMENT OF THE CANALS OF THE STATE OF NEW YORK.

Believing that the welfare of the citizens of the state of New York depends largely upon her canals, which, by supplementing and making available her natural advantages, have made it the foremost state in the union, and are now more valuable than ever before as the regulator and controller of freight rates, and that they should therefore be placed in a condition of thorough repair and efficiency; also, that the permanent improvements recommended by Ex-State Engineer Horatio Seymour, jr., and advocated by Ex-State Comptroller Ira Davenport, and other state officers charged with canal management, or some other approved plan should be undertaken without delay.

DELANEY FORGE & IRON WORKS.

The Howard Iron Works of Buffalo finished two large forgings made by the De Laney Forge & Iron Company, which are remarkable on account of their size. They are designed as links for cotten presses. They are elliptic in shape, 21 feet four inches long on the inside, and eight feet across. The ends are 13 inches wide and nine and one quarter inches thick, narrowing down until at the sides they measure nine inches square. They were forged with the aid of a ten-ton hammer at the De Laney forge. When the rough work was done an interesting question was raised: How were they to be bored and faced? The machinery at the forge was not what was wanted, so recourse was had to the Howard Iron Works who soon built the machinery to finish it. The first link which as well as the second, weighs nine tons, was taken to the Howard Works and operations begun on it. The first end was nicely bored, but when it was turned the work became delicate, as it was too large for the bed of any lathe they had. It was blocked and fastened at the door of the machine shop, and held in such a way through blocking that the boring was done true. The first link has been finished, and work on the second begun. The forging is the largest of its kind in the country, and the difficult work done on it both by the Howard Iron Works and the De Laney Forge speaks well for the facilities of the two establishments.

At the DeLaney Forge the workmen are now finished a double-throw crank for an ocean steamer which weighed 10 tons when it came from the hammer, and when finished it will weigh six tons. The forge has put in this spring what is probably the largest lathe in the country, the bed having a length of 70 feet. There are two driving-heads, with a swing of five feet. The weight of the lathe is 120,000 pounds.

Renew your subscription to day.